

BAAQMD Infrastructure Solicitation Q&A as of 7/26/23

The Air District conducted a program webinar on 8/09/23 to provide an overview of this solicitation and answer questions from interested parties. **Written questions will be accepted by email until Tuesday, August 15th, and should be sent to grants@baaqmd.gov with the subject line “RE: Infrastructure Solicitation.”** Responses to all of the written questions received will be collected and posted on the Program website every two weeks at: <https://www.baaqmd.gov/funding-and-incentives/businesses-and-fleets/infrastructure>.

Applications must be submitted through the **Air District's online application portal** (review the website here for portal information <https://www.baaqmd.gov/funding-and-incentives/apply-for-funding>) **no later than 12:00 p.m. (Pacific Time) on September 12, 2023**. The application portal will close after this date and time and no applications will be able to be processed.

Program webpage: <https://www.baaqmd.gov/funding-and-incentives/businesses-and-fleets/infrastructure>

	Date Received	Question	Answer	Notes
1	7/6/2023	Under Key Eligibility Criteria it says : To be eligible, projects must be voluntary (not required or mandated by regulation). Is that means any of the ZEB, NRV, and paratransit fleet transitions projects that are required by CARB regulations are not eligible?	Yes, projects can not be required by any regulation, including those from CARB.	Email
2	7/3/2023	Will the infrastructure need to remain in operation for a minimum of 3 years, in alignment with Chapter 10 of Moyer, or will Bay Area use a longer project life? Will project reporting also be for 3 years?	Under <i>Grantee Obligation</i> , the solicitation guidance states: Grantees are required to...maintain and operate the funded equipment for a minimum of three years and meet the contractual usage requirement that is based on the information provided by the Grantee in the application.	Email
3	7/3/2023	Similar to other Moyer grants, is it safe to assume that applicants will not be able to purchase, have down payment made, acquire, or order any funded equipment prior to contracting with BAAQMD?	Yes, the project cannot start before a contract has been signed/fully executed with the Air District.	Email
4	7/3/2023	Does BAAQMD have a maximum per applicant they will award? Can a single applicant submit multiple projects at different sites?	Please see the Solicitation Guidance, this is covered under <i>Funding and Eligible Project Costs</i> .	Email
5	7/3/2023	Does BAAQMD have a timeline in place for when infrastructure projects, specifically the public-access ones, will need to be deployed by?	As part of the <i>Evaluation Criteria</i> , proposals will be evaluated to determine a site’s potential to be installed and operating within two years	Email
6	7/13/2023	If we have a Transit related project (chargers for electric transit vehicles) for transit that serves an AB617 would we be eligible under the priority reserve?	The Air District is prioritizing funding for projects that reduce emissions in priority communities. If there is a project where the infrastructure is not in a priority community, but the vehicles travel through them regularly, and the applicant can demonstrate a commitment to continue to provide service with those zero emission vehicles in the future, applicants should include this information in the applications. It may be considered when evaluating projects.	Email
7	7/19/2023	Can you please clarify - this funding is only for electric charging infrastructure located in the BAAQMD?	Correct. This “a competitive solicitation for electric charging infrastructure to support heavy- and medium-duty vehicles and equipment” within the jurisdiction of the Bay Area AQMD only.	Email
8	7/18/2023	In the Carl Moyer Infrastructure chapter, for the plus-up funding available for projects that deploy wind and solar systems and the provision that at least 50% of the total energy provided to covered sources by the project must be generated from solar/wind. Does the Solar/Wind need to be generated on-site or can a project utilize off-site wind and solar power for the charging infrastructure?	The solar/wind needs to be generated on-site.	Email
9	7/24/2023	The client I am working with is looking to electrify their school buses that primarily serve local public-school districts. However, they are a private company. Can this qualify as “infrastructure for public school buses” and receive up to 100% ?	Private companies who provide school bus service to public schools are an eligible applicant, and the project to install chargers for school buses that serve public schools is an eligible project. There may be additional restrictions depending on the specifics of the project that may impact funding. This would be reviewed during evaluation of the project.	Email